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UNCLASSIFIED/OUO--GUIDE TO THE HU-HO-HAO-T'E AREA

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GUIDE TO THE HU-HO-HAO-T'E AREA

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GUIDE TO THE HU-HO-HAO-T'E AREA

I. General Description

(See Maps 75340 and 75341)

Chinese colonization is reshaping the character of Hu-ho-hao-t'e (Blue City), one of the few remaining frontier towns of Inner Mongolia. Capital of the Inner Mongolian Autonomous Region since 1954,* the city is located on a well-watered plain in the valley of the Ta-he-ho River. Wedged between the eastern end of the "big bend" of the Yellow River to the south and the Ta-ching Mountains to the north, it straddles the Ching-pao (Peking -- Pao-t'ou) railroad at a point approximately 412 miles (665 kilometers) west of Peking and a little more than 100 miles (165 kilometers) east of Pao-t'ou. For centuries a major Mongolian-Chinese trading center, Hu-ho-hao-t'e is now a city of great diversity; modern industrial establishments, museums, and educational facilities contrast sharply with the ancient lamaseries and mosques of the area.

The population of Hu-ho-hao-t'e, which had remained more or less static at about 80,000 for years, began to increase rapidly in 1950 as people in overcrowded eastern Chinese cities were transferred to Sinkiang, Inner Mongolia, and western Kansu. Since then, more than 9 million Chinese have settled in Mongolia, approximately 250,000 of them in or around Hu-ho-hao-t'e. The influx has been so large, in fact, that the Chinese segment of the population of Inner Mongolia now exceeds the total for all other ethnic groups combined.

Formerly a city whose output chiefly comprised handicrafts or livestock-related commodities, Hu-ho-hao-t'e has become a major administrative, commercial, educational, and industrial center. Numerous new factories -- producing flour, woolen textiles, pharmaceuticals,

* In 1947 the Inner Mongolia Autonomous Region was established with the seat of government temporarily located at Kuei-sui, then the provincial capital of Sui-yuan. In 1954 the Sui-yuan provincial government was merged with the Inner Mongolia Autonomous Region and the capital was officially located at Kuei-sui (Hu-ho-hao-t'e).

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farm implements, and sugar -- have been established, and in order to accommodate the influx of government officials in recent years, a totally new housing development (called Ma-hua-pan) has been completed in an area to the north of the Ching-pao railroad. The development of governmental institutions and industry has been accompanied by the complementary expansion of educational and welfare facilities. Some of the larger new educational facilities include the Inner Mongolia Veterinary Medical School (the first institute of higher learning in the Inner Mongolian Autonomous Region), the Inner Mongolia Normal Institute, and the University of Inner Mongolia. Among the more modern medical facilities are the Inner Mongolia Hospital, the Hu-ho-hao-t'e Municipal Hospital, and the Inner Mongolia Women's Hospital.

Hu-ho-hao-t'e includes the formerly separate cities of Kuei-hua and Sur-yuan. These cities, because of their proximity and continued outward expansion, were combined by the Chinese in 1914 and designated Kuei-sui. Kuei-sui became Hu-ho-hao-t'e in 1953 in what may have been an attempt to reestablish the original Mongolian name, Kuku-khota, given to the city in the mid-sixteenth century by the Altan Khan.

Kuei-hua, the oldest and westernmost section of the town, was for many centuries the hub of trade and industry in Inner Mongolia. In this sector many single-story residential and craft buildings line the narrow streets, and here there are Tibetan and Sino-Tibetan monasteries and pagodas, several dating from the Ming dynasty. The main street of the old town is a solid row of shops and workshops, whose fronts are painted in vivid colors -- yellow, green, red and blue -- and are adorned with Chinese and Mongolian writing. It is a typical oriental market alley and is usually crowded. The population of Kuei-hua is now almost completely Chinese, Mongol and Tibetan influence having been modified or, in many cases, erased.

The lama temple (Pei-lung) remains as a museum tended by priests, whose sole duty now is the greeting of foreign guests; it is open to the public only one day a year. In the theatre, women in Mongolian silks sing Chinese Communist slogans to the rhythm of Mongolian riding songs, and the ballet depicts the transition of the Mongolian nomad to the steelworker of today. A

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visit to the historical museum is particularly revealing; here the history of Inner Mongolia is assumed to begin with the Communist Revolution. Communist thoroughness in effecting cultural change is also evident in the fine arts department of the museum; here Mongolian flutes and stringed instruments reverberate the "happy life" in Communist society rather than express the melancholy of the poor and oppressed dwellers of the steppes.

Sui-yuan, built during the Ch'ing dynasty (over 200 years ago), is known as the "new city." It is located in the eastern sector of town, about a 20-minute walk from Kuei-hua. Here are to be found many of the old Sui-yuan Provincial Government buildings as well as a large number of shops. The main link between Sui-yuan and Kuei-hua is a tree-shaded and paved boulevard, along which are numerous new white buildings, including the newly-built theatre, cultural palace, auditorium, and hospital.

Beginning about a mile south of the Ta-ching mountains and extending 3 or 4 miles southward toward the railroad is a third and more modern section of Hu-ho-hao-t'ie. This section, called Ma-hua-pan, after a small village there that was expanded by the Japanese, is the administrative seat of the Inner Mongolian Autonomous Region. Planned to eventually cover the entire area between the mountains and the railroad station, it is now populated by officials of the Inner Mongolian Government. In Ma-hua-pan there are many single-story workers' homes as well as two-story office buildings, all constructed of native, kiln-dried brick. A major point of interest is Station City, located on the eventual southern border of Ma-hua-pan to the north of the railroad. While it has no formal boundaries, the limits of Station City may be determined by simply noting the location of new road and building construction. Built by the Japanese during their tenure, it houses 50 to 80 thousand Chinese.

While Hu-ho-hao-t'ie has grown rapidly as a regional commercial and cultural center, the development of its transportation and communication ties with the rest of China have been less impressive. The backbone of the transportation-communication system is still the old

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French- and Belgian-engineered Ching-pao railroad. From Chining at the eastern end of the Ta-ching mountains, the railroad extends westward generally paralleling the southern slopes of the mountains, eventually entering Hu-ho-hao-t'ie between Ma-hua-pan and the two older sections of the city. The railroad continues westward along the northern bank of the Yellow River forming, with the other land and navigable water routes, a suitable distribution system for locally produced goods.

The railroad eventually intersects the Lan-chou-Urumchi line in Lan-chou. The position of the Ching-pao railroad as the major transportation link between Peking and Pao-t'ou is affirmed by the large number of industries and settlements strung out along the single track. Supporting systems of roads radiate from these settlements directly to agricultural and, in some cases, industrial areas, but the major terminus of most roads in this area are the tracks of the Ching-pao railroad. A road from Peking to Pao-t'ou passes through Hu-ho-hao-t'ie, but because of steep grades, disrepair during foul weather, and the aged and overburdened condition of the vehicles that use it, its function as a major link with the interior is limited.

As of 1963 there was daily rail passenger service between Hu-ho-hao-t'ie and Peking. The trip required about 18 hours, and trains were reportedly punctual. One train, the Peking--Pao-t'ou--Lan-chou "direct express" left Peking at 1950 hours on Tuesdays, Thursdays, and Saturdays and arrived at Hu-ho-hao-t'ie at 0525 hours the following morning. The other, the Peking--Pao-t'ou "direct express," left Peking at 1950 hours on Sunday, Monday, Wednesday, and Friday and arrived at Hu-ho-hao-t'ie at 1352 hours the next afternoon. Both trains had soft sleepers and dining cars, but soft seats were available only on the Peking--Pao-t'ou train. Fares varied from 10.80 ¥ for hard seat, hard sleeper accommodations to 25.90 ¥ for "deluxe" surroundings. The Cultural Revolution and its associated confusion may well have altered these conditions.

Aside from rail connections there is very little intercity transportation out of Hu-ho-hao-t'ie. The

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Civil Aeronautics Administration of China (CAAC) offers three flights a week to nearby cities; one to Hsi-lin-hao-te on Monday; one to Peking, Chih-feng, and Tung-liao on Tuesday; and one to Hsi-lin-hao-te and Haila-erh on Friday. There reportedly has been some bus service to such places as Lan-chou, Pao-t'ou, and Chining, but schedules and the present status of services are not known. Intracity bus service is good, however, and there are at least five routes and probably more. All routes originate at the rail station and extend to the extremities of the city.

II. Places of Interest

A. Educational Facilities

1. Agricultural and Animal Husbandry College

The Agricultural and Animal Husbandry College, originally the Inner Mongolia Animal Husbandry and Veterinary College, was designed jointly by Soviet and Chinese experts in 1952. At present more than 1,600 students are enrolled in the 4-year curriculum. Primary emphasis is placed on recruiting students from the local Mongolian tribes and from tribes in Tsinghai and Kansu. The college is divided into two main sections -- animal husbandry and veterinary medicine. In the animal husbandry department, such courses as the operation of farms and communes, the cultivation of pastures, and the raising and breeding of stock are taught. In the veterinary department, courses in the examination and treatment of animal diseases, sanitation, and diet of domestic animals play an important role. The veterinary school also has a large laboratory equipped with facilities to perform surgery on cows, sheep, horses, and camels. This clinic is manned by over 50 persons.

Complementing the college's efforts to upgrade animal husbandry practices is a veterinary pharmaceutical plant begun in 1958 and finished in 1962. At present the plant produces such pharmaceuticals as anthrax serum, attenuated virus for sheep-pox, and numerous vaccines for cattle, goats, and other livestock. Besides supplying this leading stock-breeding region of China with two-thirds of the medicines needed, it also ships some of its products to Sinkiang and other livestock rearing regions.

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2. Inner Mongolia Agricultural Mechanization School

The Inner Mongolia Agricultural Mechanization School was established in 1958 as a result of the reorganization of the Inner Mongolia Agricultural School. It is located at Ta t'ai, a hamlet situated about five miles southeast of Sui-yuan, and may be reached by way of an earth-surfaced road leading south from the "new city." The school offers a 3-year curriculum that includes courses on handling and repairing tractors, dynamics, mathematics, mechanical drawing, and agricultural machinery.

3. Inner Mongolia Normal University

The Inner Mongolia Normal University was established in 1952. Formed as the Inner Mongolia Normal College from a merger of the former Chahar Normal College and the Sui-yuan Normal School, it is the oldest university of Inner Mongolia. The school began offering a 2-year curriculum in 1958. In 1961, the curriculum was expanded to 4 years, and the name was changed from "college" to "university." The primary responsibility of the university is to produce "backbone" teachers for high schools and "general" teachers for other normal colleges and universities. A "backbone" teacher is generally recognized to be more learned and capable than a "general" teacher. Graduation from Inner Mongolia Normal University qualifies one to teach at the high school level, and this is the usual assignment upon graduation; however, assignments to lower schools or factory institutes are occasionally given. Primary emphasis in Inner Mongolia Normal University is placed upon the physics, chemistry, and mathematics; over 80 percent of the graduates major in one of these sciences. There is no graduate training at Inner Mongolia Normal University, and those considered capable of further study are sent to Inner Mongolia University or Inner Mongolia Research Institute.

4. Inner Mongolia University

Founded in 1957, the Inner Mongolia University grew, with the aid and support of Peking University, Nan-kai University, and the People's University of China,

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into one of the more technologically progressive universities of China. Among the important departments are those in mathematics, dynamics, radio-electronics, chemistry, and botany. The university offers a 5-year curriculum in most of these fields. Besides carrying out research, the students of Inner Mongolia University have established factories for the production of electronic equipment, a chemical plant, and an extensive farm. Also located at the Inner Mongolia University are the radio Electronics Research Institute, an electronic instrument plant, and -- in the physics department of the university -- the Inner Mongolia branch of the Atomic Energy Research Institute.

5. Other Educational Facilities

Other facilities include the Inner Mongolia Engineering College, the Inner Mongolia Post and Telecommunications College, and the Inner Mongolia Scientific and Technological Commission. This commission controls the scientific and technological research carried out by higher educational institutes. Housed with it is the Inner Mongolia Branch of the Chinese Academy of Sciences. The Inner Mongolia Teaching Hospital with its associated medical college, the Inner Mongolia College of Forestry, and the Inner Mongolia Polytechnic Institute complete the list of colleges and institutes that provide advanced social and technical training. Supplementing these facilities are numerous primary and middle schools.

B. Cultural Features

Cultural attractions in Hu-ho-hao-t'e center around structures surviving from former civilizations, when Kuei-hua was a marketing center for caravans moving between the North China plain and Mongolia. Aside from the old town itself, remnants of other civilizations in Hu-ho-hao-t'e include the Wan-pu-hua-yen-ching pagoda, the Wu-t'a-chao pagoda, and a few remaining sections of the otherwise obliterated old city walls. The Wan-pu-hua-yen-ching pagoda may be found in the eastern suburbs of Hu-ho-hao-t'e, southwest of the village of Pai-t'a-ts'un near an unused monastery. The pagoda was built between 983 and 1031 A.D. under the Emperor Sheng-tsung. Several inscriptions from the Yuan dynasty may be seen inside the restored structure.

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The Wu-t'a-chao pagoda (also Ka-ting-szu or Chin-kang-pao-tso-t'a) is in the Ping-kang district of the old city. Dating from 1740, it is the only remaining part of a monastery of the same name. A neighboring monastery contains some interesting features such as a hall of sutras and a library. In Hu-ho-hao-t'e there is also a mosque that is worth visiting.

Hu-ho-hao-t'e's more modern amenities include several cinemas, a new museum, a theatre, and at least one large department store.

C. Industries

1. Sugar Refinery

Construction of the China National Huhehot Sugar Refinery was initiated in 1958 and the plant began operation in 1960. Although its equipment and machinery were made in China, the plant itself was constructed with German technical assistance. Located on a branch line of the Ching-pao railway, the refineries daily capacity is 1,000 tons of sugar beets.

2. Wool Textile Factory

A wool textile factory, constructed in the period 1957-62, produces 12 kinds of high-quality woollen fabrics, serge, and blankets; its washing, dyeing, spinning, and weaving processes are entirely mechanized. All installed machinery and equipment was produced in China. The factory now employs nearly 100 technicians and more than 2,000 workers of various nationalities, including Mongols, Han, Hui, Manchus, and Daur's.

3. Hsin-sheng General Machinery Plant

Among the kinds of machinery produced by the general machinery plant are electric generators and mining, metallurgical, and sugar-refining equipment. Also produced here is equipment for small blast furnaces, steam boilers, steam engines, gas engines, and water turbines. The pig iron consumed in this plant is produced within the complex, whose production capacity will be considerably increased with the completion of the two additional blast furnaces now under construction.

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4. Hsin-sheng Iron and Steel Plant

This plant reportedly began operation in 1958 with eight blast furnaces; its yearly capacity is approximately 200,000 metric tons of pig iron and 100,000 metric tons of steel. Within the plant there are workshops for smelting, rolling, sheeting, and seamless steel tube production.

D. Surroundings

1. Pai-ling-miao (Bato Sumc) and Environs

Three or four miles north of Hu-ho-hao-t'e is the Great Mongolian Road, an old and famous caravan route whose branches run to Outer Mongolia, Sinkiang, and the Moslem-occupied parts of Kansu. About 120 miles to the northwest from Hu-ho-hao-t'e on this road stands the temple domain of Pai-ling-miao. This domain was for many years the most important pasture ground for caravans coming to the old town of Kuei-hua. West of Pai-ling-miao the caravan routes divided. The Great Mongolian Road went northwest through Outer Mongolia and on to Urumchi and Turfan in Sinkiang. The second route, and the main line of communication between Hu-ho-hao-t'e and the western sections of Inner Mongolia, was the "Winding Road." West of the Edsin Gol this road crossed the Black Gobi, the most forbidding of all Mongolian deserts. The former importance of the "Winding Road" is attested by the ruined remains of Etsina and Edsin Gol -- a walled city inhabited in Marco Polo's day but long since deserted -- and by the big lamaseries of Shandan and Tukomen.

About 60 miles north from Hu-ho-hao-t'e on the Great Mongolian Road there is an important Mongol religious foundation, known to the Chinese as Chao Ho and to the Mongolians as Shiretu Jo. This temple and its domain, about 10 square miles in area, marked the northernmost penetration of the Tumet Mongols. The Tumet Mongols along with other Ordos tribes are the modern remnants of one of the most important Mongol vassal states that occupied most of old Sui-yuan province. Between Chao Ho and the Hu-ho-hao-t'e plain almost all Tumets have been

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supplanted by Chinese. The Tumets once held all territory from old Kuei-hua to Chao Ho. Today Tumets who have retained the Mongol language may be found in a few scattered villages between the plains of Hu-ho-hao-t'e and the inner Mongolian plateau; a few hundred more may be found on the Shiretu Jo temple domain.

Ten to fifteen miles east of Pai-ling-miao, in the valley of the Aibagh-in Gol, are located the ruins of an old Nestorian city. The city stands on the north bank of the "river" (which is only a few inches deep), at a point where another valley opens from the north. East of the city, at the junction of the two valleys, there is a jagged hill called Agot Ol, or the Hill of Caves. To the south, across the stream and on the far rim of the valley, there is a large obo or cairn flanked by two rows of smaller cairns. This line of cairns, flecked with white quartz, is known as Jirgalei Obo or the Rank of Obos. The ruined city itself is known as Visun Sume-in Tor, Ruins of Nine Temples, or sometimes, the Ruins of Many Temples (Olan Sume-in Tor). The town ruins measure about one quarter mile from east to west and a little less from north to south. It is roughly the size of the old walled city of Kuei-hua, whose gates and walls were much more formidable. The walls of the ruined city are best preserved on the north and west and are obliterated on the east and south. Within the city are the ruins of palaces, religious structures, public offices, and other buildings. Artifacts that may be found in the old city are old stone slabs marked with crosses, and chips and pieces of pottery. Outside the city are ruins of what probably was a Chinese marketplace.

2. A Visit to a Commune

One typical Inner Mongolian commune lies about 8 miles south of Hu-ho-hao-t'e along the main road. Probably one of the poorest communes of China, it consists of about 4,000 families (16,000 people), formerly grouped into 32 villages and 25 production brigades. About four-fifths of the population are Han Chinese; in addition, there are a few Manchu families and some Mongolians. The main cultivated crops grown are maize and sorghum, and many sheep are grazed. Most crops are

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Irrigated as rainfall in this section of Mongolia is sparse. Irrigation water, pumped from underground sources, supplies more than four-fifths of the arable land of the commune. Electricity is available everywhere. Along the road to the commune a prominent hill overlooks the otherwise extremely flat plain. This hill is a huge burial ground. It was built in the first century B.C. for a Chinese princess who had been sent by the emperor to marry the king of Inner Mongolia.

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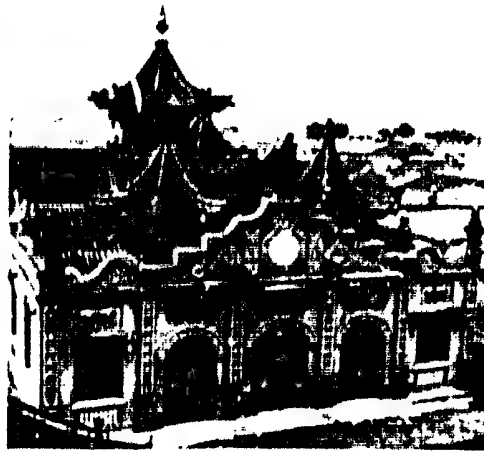


Figure 1. Moslem Mosque

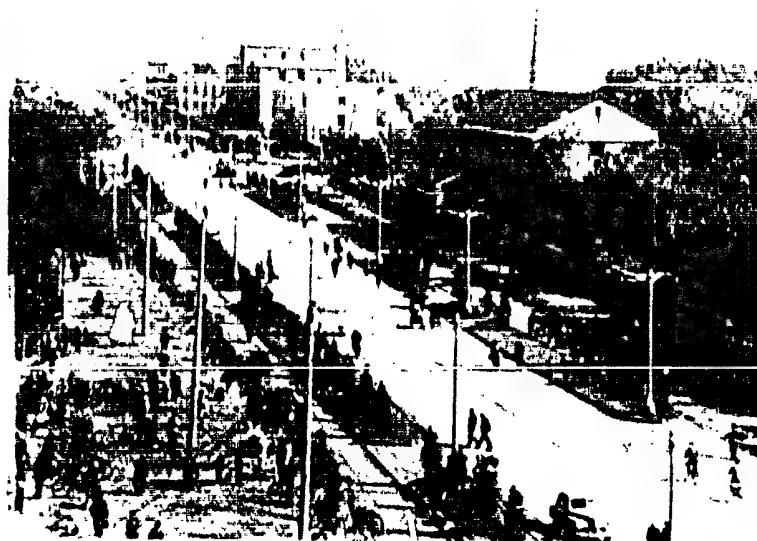


Figure 2. Chung-shan-hsi-Lu. This is the major boulevard connecting Kuei-hua and Sui-yuan. 1966

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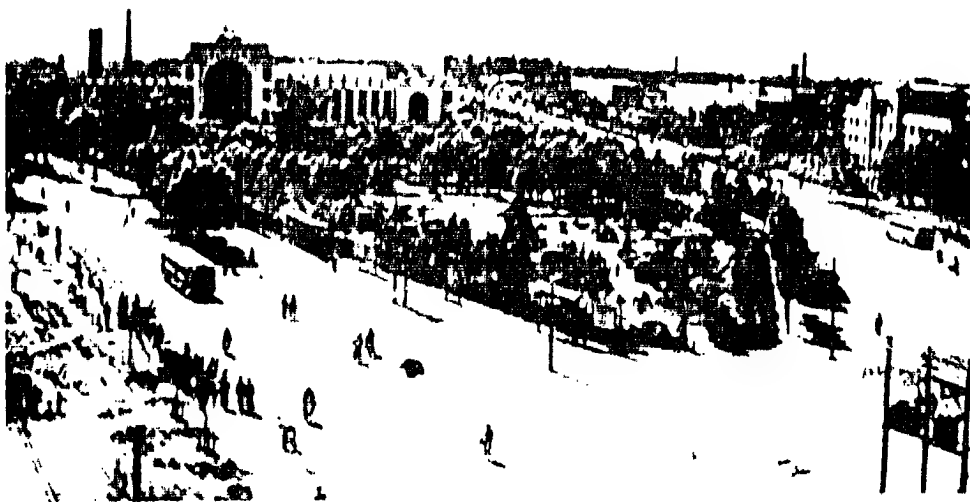


Figure 3. Front of the Museum. This is the east side of the museum, immediately west of the "new city."

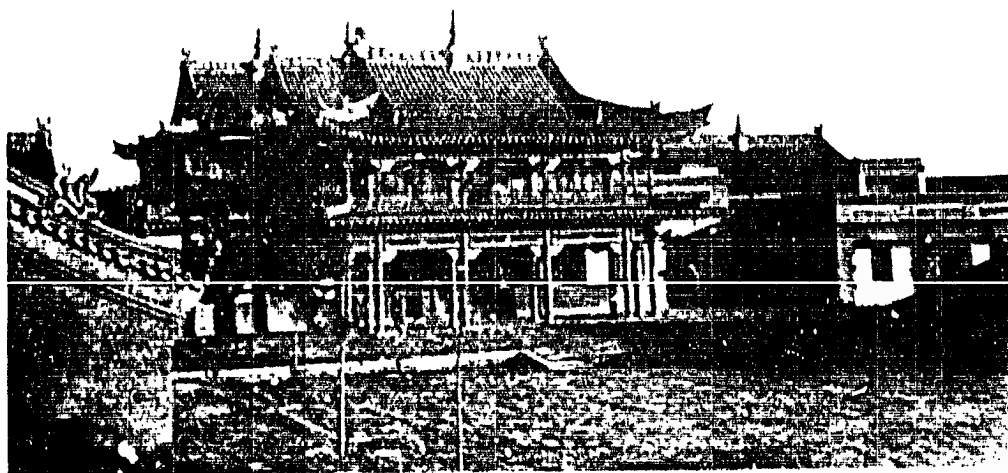


Figure 4. Lama Temple at Pei-lung. 1966

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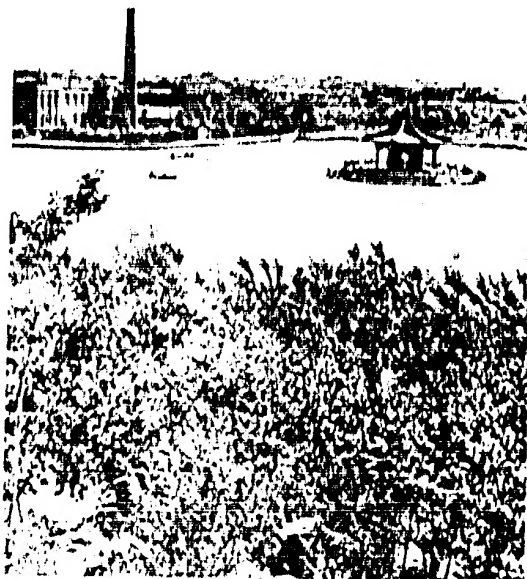


Figure 5. The People's Park. 1962

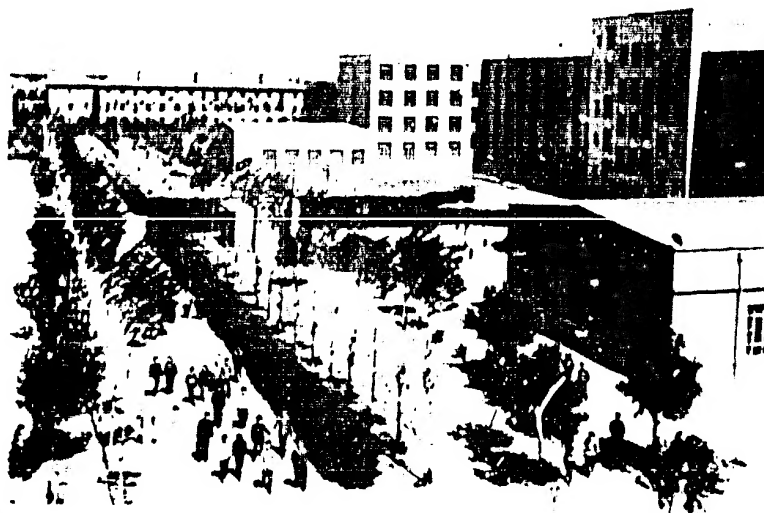


Figure 6. Inner Mongolia University. 1963

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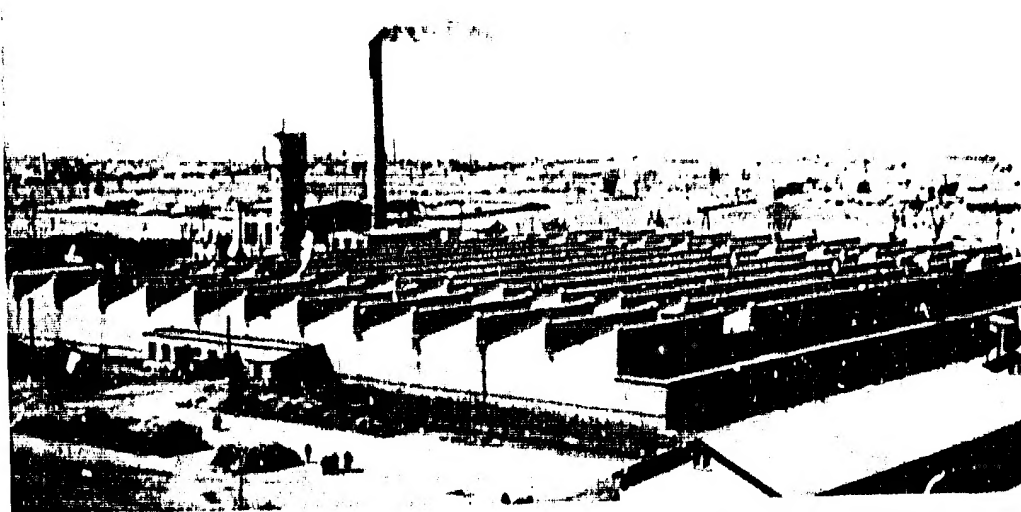


Figure 7. Woolen textile mill. In southern suburbs. 1963

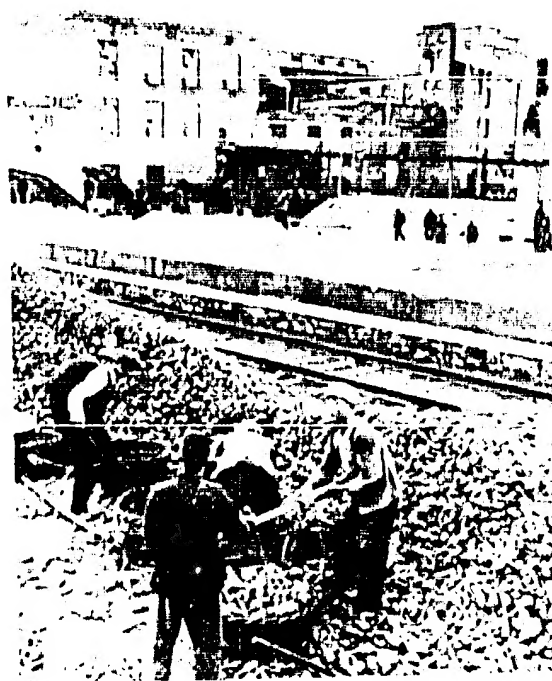
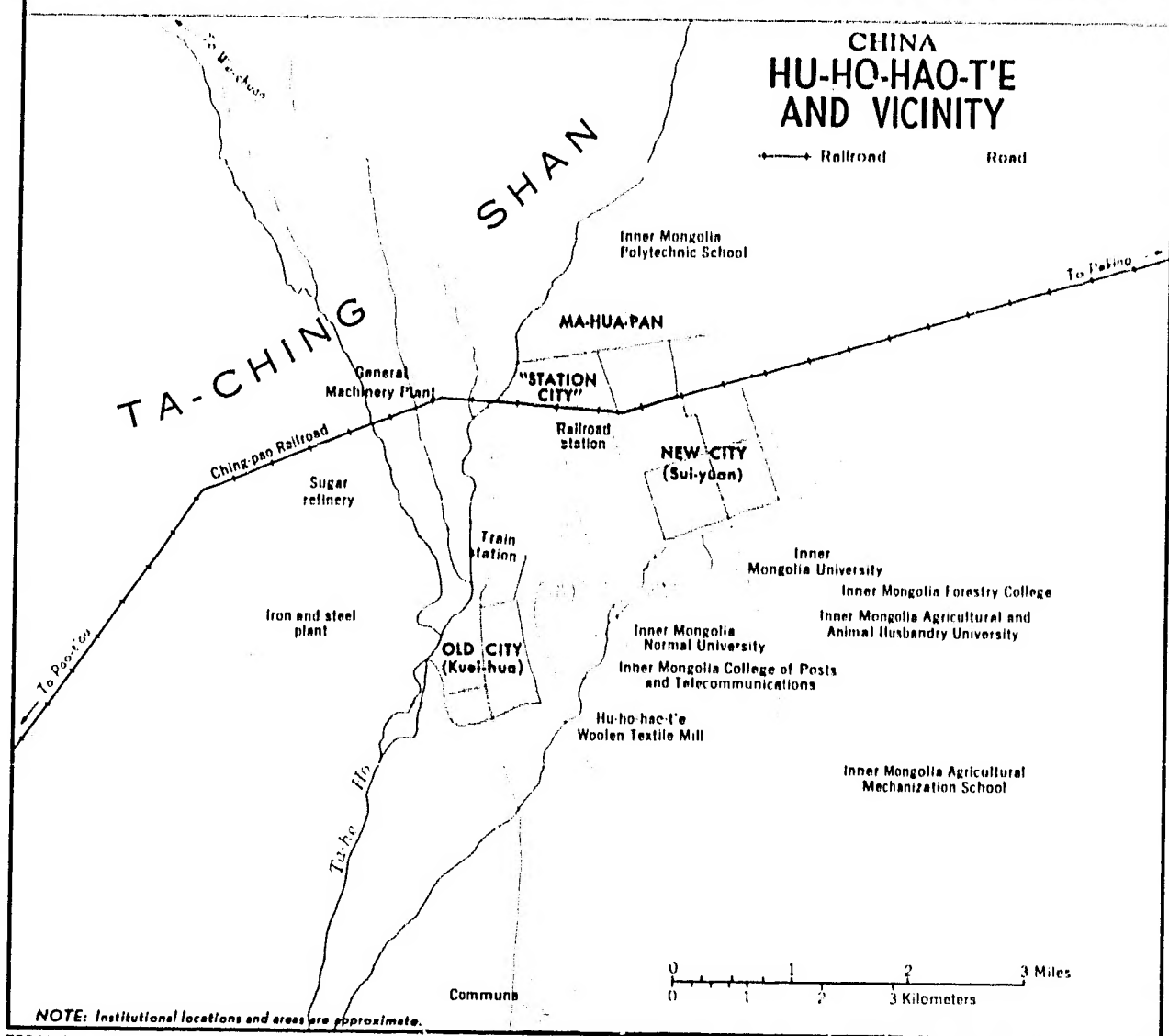
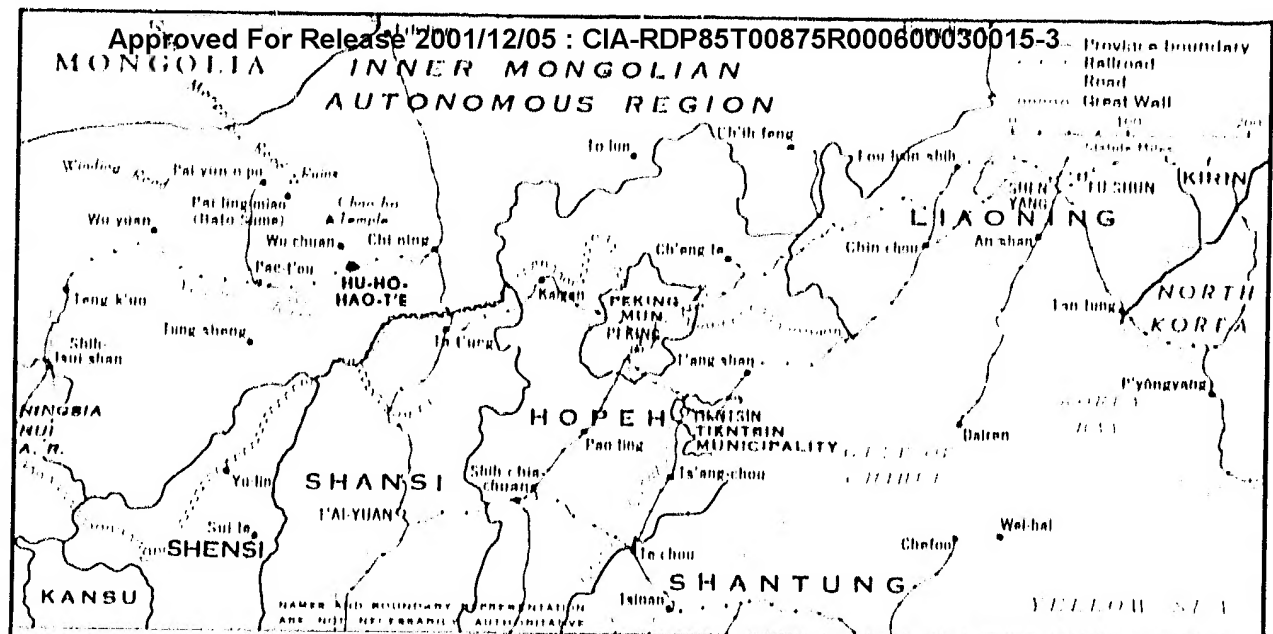
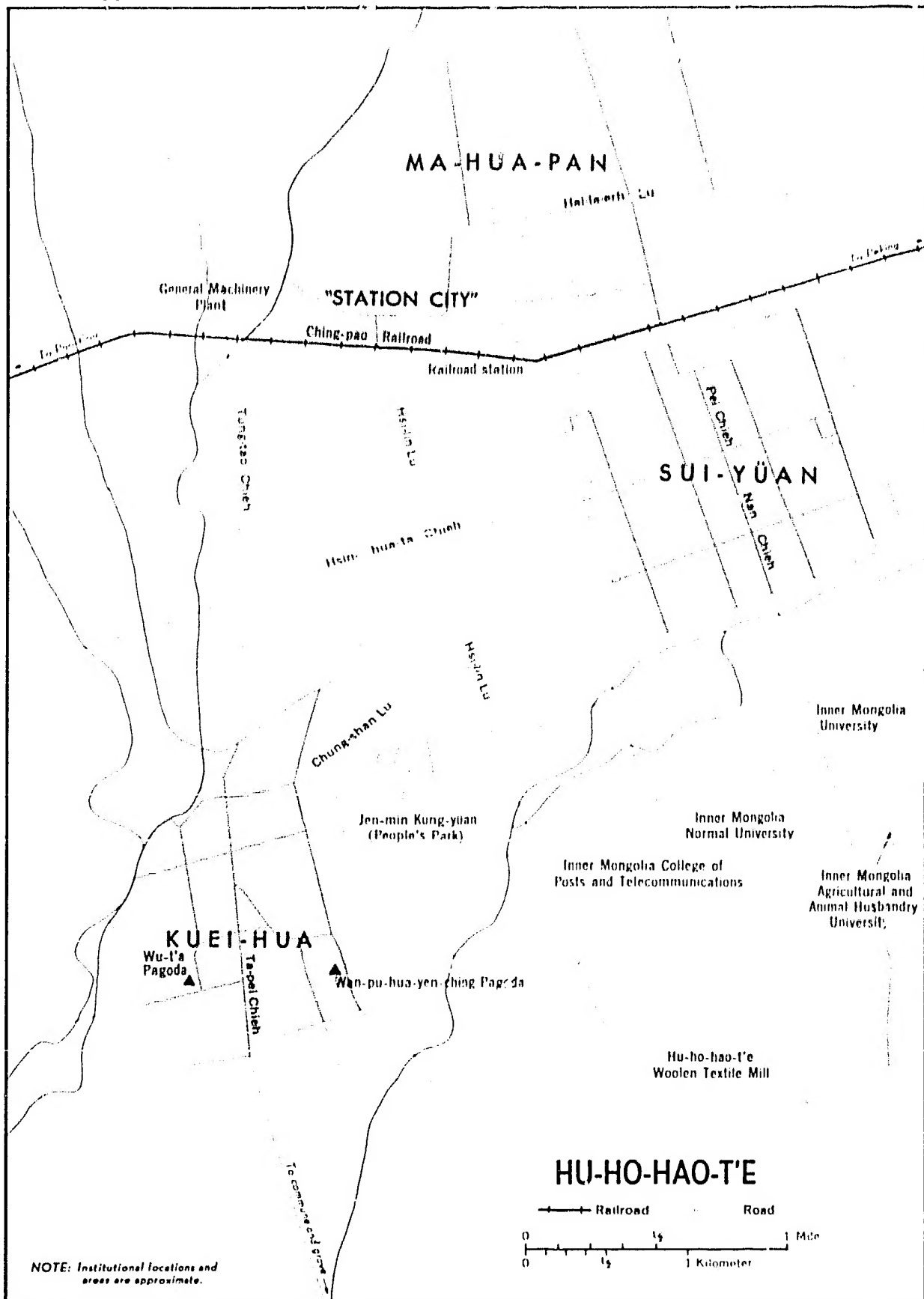


Figure 8. Sugar refinery. 1966

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